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Approved For Release 2001/05/23 : CIA-RDP81B00878R000400140053-0

14 March 1961

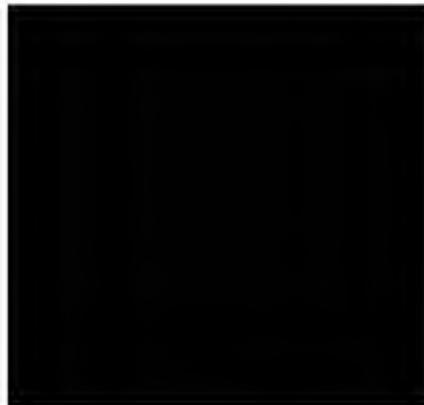
25X1A

TO  
[REDACTED]  
FROM

Subject: SECOND IRAN PROGRAM - PROJECT

A meeting was held at LAC 1 March 1961 to discuss continuation of the U-2 IRAN line. Those in attendance were:

25X1A



WSPO  
LAFB  
EAFB  
WSPO  
WRAMA  
P & W  
P & W  
P & W  
LAC  
LAC  
LAC  
LAC

It was agreed that the following rules will govern the program:

1. Receiving and delivery days will be on Mondays.
2. The normal turn-around time will be eight weeks.
3. Selection of serial numbers and receiving dates will be based on availability and hours on the aircraft - this to be determined by Project.
4. This IRAN activity will run concurrently with the FOG program.
5. HDQR's will advise LAC of aircraft serial number thirty days prior to its delivery to LAC.
6. HDQR's facility, at EAFB will be the Receiving and Delivery point for all aircraft.
7. LAC will ferry all aircraft between EAFB and Burbank, the actual IRAN location.

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8. Project will continue to install Service Bulletin Kits however, LAC will withhold delivery of kits for aircraft due within thirty days. WRAMA will return to LAC any kits for aircraft due within thirty days. Project will deliver any kits available with the aircraft.
9. LAC will incorporate all outstanding Service Bulletins for which kits are available at time of IRAN.
10. Items of equipment having less than 100 hours use remaining of a prescribed time change or three months of a calendar change will be replaced, except that those items critical in supply will not be replaced ahead of scheduled time. HQQT's will be notified in writing, on each delivery of any such items having less than 100 hours or three months to go.
11. Items of equipment having more than 100 hours use remaining of a prescribed time change will be visually inspected. Their operation will be checked as their related system is operated. If warranted, a functional check will be performed on the unit.
12. Project will supply LAC with a copy of the aircraft records showing times at which items of equipment were installed. This record will be the basis for items 11 and 12 above.
13. Time change items for which no record is available will be replaced.
14. All installations in the aircraft that are not authorized by blueprint or Service Bulletin will be removed unless LAC is specifically requested to leave in.
15. All equipment not necessary to basic flight, except those developed by LAC, will not be subject to this IRAN. This includes such items as driftsight, sextant, etc.
16. Aircraft will have plain hatch and Q-Bay ballast installed when delivered to LAC.
17. WRAMA will continue to maintain and adequate stock level at LAC to support this program.
18. All repairable peculiar U-2 items will be overhauled or repaired and returned to IRAN stock at LAC.
19. LAFB spare built up engine will be retained at LAC for use as required in program.
20. Project will not deliver any aircraft whose engine has less than 15 hours to go to overhaul.

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21. All engines due for a hot section inspection within 50 hours will be sent to PAC by LAC. PAC to return engine in time for re-installation in same aircraft.
22. Any engine received with more than 100 hours remaining before overhaul will be given a 100 hour inspection at LAC by the P & W representative.
23. While at LAC all engines will be standardized as to plumbing, bracketry etc., by the P & W representative.
24. Except for engine trouble, engines will be returned to Project in the same aircraft in which they were received.
25. All aircraft will receive an inspection in accordance with the LAC "IRAN" Book. The book will be essentially the same as for the first IRAN.
26. Aircraft having previously reworked duct skins (S.B. 457) will not have the duct skins arbitrarily replaced again. If inspection shows a need for rework in this area, it will be accomplished on an individual basis.
27. The first three aircraft received will have closed section (empennage, control surfaces, etc.) skins removed for inspection. If there are no corrosion or structural problems this item will be deleted on subsequent aircraft. If corrective action is required, this inspection will be continued.
28. All aircraft will have the fuel tank covers removed for inspection of structure, sealing compound and for cleanliness.
29. All empennage attaching fittings will receive Zyglow or Magnaflux inspection, whichever is applicable.
30. Wing mating holes are to be dye checked.
31. All aircraft wiring in the Q-Bay and cockpit will be replaced.
32. In the interest of economy, where strength is not effected, Aluminized Epoxy Putty will be used to fill dings and dents to restore contour.
33. The Autopilot and MA-1 Compass will receive more attention than on the first IRAN. LAC will obtain the services of a U-2 trained Lear Technician. The first few aircraft in the program will be flown as required to clear up all major and minor writeups in this area. If this procedure appreciably reduces the time previously required by Project after receiving an aircraft from LAC, it will be continued. If the Autopilot cannot be satisfactorily set up to Project requirements, LAC will only make a functional flight check and leave the final trimming for Project.

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34. To facilitate item 33 above, Project will send to LAC with each aircraft, its history of Autopilot and MA-1 writeups and corrective action.
35. LAC will accomplish all test and acceptance flights as required.
36. Certain items will be investigated for suitability for installation at IRAN. ECP's will be submitted for approval prior to installation.
  - a. Install - Improved engine bleed manifold
  - b. Install - Access door to flap motors
  - c. Install - Improved drag chute door mechanism
  - d. Install - Revised pogo sockets

25X1A

[REDACTED]  
Project Engineer  
Advanced Development Projects

25X1A

cc:



AB:v1

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